

AMENDMENTS TO THE CLAIMS

This listing of claims will replace all prior versions and listings of claims in the application.

1.-23. (Canceled)

24. (Currently Amended) An internal combustion engine, comprising:

[[A]] a cylinder head for an internal combustion engine, the cylinder head comprising including a top deck and at least one a first rocker shaft pedestal, the first rocker shaft pedestal comprising including a substantially flat top surface adapted to abut a flat of a rocker shaft assembly; and

a rocker shaft mounted on the top surface of the first rocker shaft pedestal; and

first and second rocker arms mounted on the rocker shaft,

wherein the first rocker shaft pedestal is disposed between the first and second rocker arms that are mounted on the rocker shaft without another rocker shaft pedestal disposed between the first and second rocker arms, and the cylinder head includes opposed first and second outer side walls having substantially flat portions adapted to that abut side surfaces of adjacent the first and second rocker arms of the rocker shaft assembly, respectively, to position the first and second rocker arms.

25. (Currently Amended) ~~The cylinder head~~ internal combustion engine of claim 24, wherein the opposed first and second outer side walls each include a spacing step adjacent ~~[[a]]~~ the top surface of the first rocker shaft pedestal.

26. (Currently Amended) The ~~cylinder head~~ internal combustion engine of claim 25, wherein the ~~opposed~~ first and second outer side walls each include a second step formed beneath the spacing step.

27. (Canceled)

28. (New) The internal combustion engine of claim 24, wherein the first rocker shaft pedestal is integrally cast in the cylinder head.

29. (New) The internal combustion engine of claim 24, wherein the top deck of the cylinder head is in a same plane as the top surface of the first rocker shaft pedestal.

30. (New) The internal combustion engine of claim 24, wherein the top deck of the cylinder head is in a substantially same plane as the top surface of the first rocker shaft pedestal.

31. (New) The internal combustion engine of claim 30, wherein the first and second outer side walls each include a spacing step adjacent the top surface of the first rocker shaft pedestal.

32. (New) The internal combustion engine of claim 31, wherein the first and second outer side walls each include a second step formed beneath the spacing step.

33. (New) The internal combustion engine of claim 24, wherein the cylinder head includes a second rocker shaft pedestal having a substantially flat top surface, the rocker shaft is mounted on the top surface of the second rocker shaft pedestal, and third and fourth rocker arms are mounted on the rocker shaft such that the second rocker shaft pedestal is disposed between the third and fourth rocker arms without any other rocker shaft pedestal being disposed between the third and fourth rocker arms.

34. (New) The internal combustion engine of claim 33, wherein the cylinder head includes opposed third and fourth outer side walls having substantially flat portions that abut side surfaces of the third and fourth rocker arms, respectively, to position the third and fourth rocker arms.

35. (New) The internal combustion engine of claim 34, wherein the rocker shaft includes first and second flats, the first flat mating with the top surface of the first rocker shaft pedestal and the second flat mating with the top surface of the second rocker shaft pedestal.

36. (New) The internal combustion engine of claim 24, wherein the rocker shaft includes a flat mating with the top surface of the first rocker shaft pedestal.